

FRENCH PROT
LIKELY TO BE
IN HANDS OF
SENATE TODAY

Senate Threatens Recess Until President Surrenders Document — Withholding of Treaty Unfair, Says Brandegee

[Republican A. P. Leased Wire]

WASHINGTON, July 28. — The special defensive treaty with France, which republican senators have declared President Wilson is withholding from the senate in violation of its own terms, probably will be submitted for ratification within a few days.

To a group of democratic senators with whom he talked at the capitol late today the president indicated that the treaty, which promises American aid to France in case of an unprovoked attack from Germany, would be laid before the senate possibly tomorrow and certainly before Mr. Wilson begins his countrywide speaking tour. It was said he probably would not present it in person but would send with it a written message urging its ratification.

The development followed a renewal of senate criticism of the president's delay and headed off a plan discussed among republican leaders to drop consideration of the treaty of Versailles until the French treaty had been submitted. A provision for the latter was made public stipulating that it must be laid before the senate "at the same time" as the Versailles treaty, which was submitted more than two weeks ago.

Although it was said the republican leaders had reached no final decision it became known that tentative plans were under way to suspend committee consideration of the Versailles treaty and force a senate recess if the president left Washington on his speaking tour, as White House officials said last week he would, without sending in the treaty with France.

Senators who talked with the president today said he volunteered no explanation of his course in the matter. When he presented the Versailles treaty on July 10 he made only a brief reference to the special treaty, saying that "its terms link it with this treaty" and that it would be reserved "for special explanation on another occasion."

In renewing in the senate today his charge that the president had violated the treaty's express provisions by withholding it, Senator Brandegee, Connecticut, a republican member of the foreign relations committee, said Mr. Wilson had treated the senate unfairly if the treaties really were "linked" together.

"It does not care to take one link," said Senator Brandegee, "but let some other gentleman keep the other link in his pocket if I am expected to judge how the two are to fit together."

Mr. Wilson also discussed during his visit to the capitol and intimated that his speaking trip might not begin as soon as had been expected. Although it had been indicated he would start from Washington about August 2, he is said to have told senators today that his plans were in abeyance, particularly in view of the intense heat and various important matters calling for his attention here.

Considerable uneasiness was aroused by publication of a set of reservations proposed by Charles Evans Hughes in a letter to Senator Hale, republican, Maine, following in the main those suggested recently by Elihu Root. Senator Hale issued a statement saying the proposal was a valuable contribution to the efforts of "those of us who want to accept the covenant of the league of nations with reservations."

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Mob Violence
Probe By the
Solons Sought

NEW YORK, July 28.—Congressional investigation of the wave of mob violence and lynching throughout the United States was demanded in an "address to the nation" signed by former President Taft, officials of several southern states and other nationally prominent citizens, made public here today by the National Association for the Advancement of Colored People.

The "address" recounts that in 1918 less than 67 persons "were done to death without trial or any process of law," and declares that it is well known that innocent, with the guilty, "suffer the cruel inflictions of mob violence."

Prominent signers included: United States Attorney General Palmer, former attorney general Charles J. Bonaparte of Baltimore, Elihu Root, Charles Evans Hughes and Judge Ben B. Lindsey.

RETURN OF STOLEN
HORSES PROMISED
BY GEN. ENRIQUEZ

[Republican A. P. Leased Wire]

EL PASO, July 28.—Following renewed instructions by the American state department to the American embassy in Mexico City and the American consul in Chihuahua City to ask for the prompt return of horses stolen from the Babicora cattle company's ranch in western Chihuahua, General Manager John C. Hayes was notified today that General Ignacio Enriquez had promised to return immediately the 48 horses taken from the Babicora ranch. General Enriquez, who is commander of the federal auxiliary forces, demanded 100 horses from the Babicora ranch, which is owned by the estate of the late Mrs. Phoebe Hearst. General Manager Hayes informed him the horses could not be spared. Soon after the 48 head were commandeered.

Villa followers under Ramon Vega, Friday visited the ranch of E. P. Fuller, an American, 12 miles from Villa Ahumada, and drove off 12 horses and a number of cattle. A small federal garrison was stationed on the ranch at the time, but made no effort to pursue the Villa band, according to a report brought to the border today. An American who arrived from Durango, City, Durango, today reported Francisco Villa with a small band of men operating in Durango. He said the federal troops were making little effort to pursue Villa's men in that state and there were about 300 men in Durango, City, Durango, the capital. He said Villa's troops were scattered and no effort was being made to conduct a campaign, but that each band was operating independently.

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THE GREAT AMERICAN HOME

BIG INTERESTS
FAVOR PRIVATE
RAIL CONTROL

Commercial and Industrial Organizations Vote Overwhelmingly in Favor of Private Ownership—More Than 1,200 Votes Cast

[Republican A. P. Leased Wire]

DENVER, July 28.—Commercial and industrial organizations of the United States are overwhelmingly in favor of private ownership of railroads under government supervision, according to an announcement here tonight of results of a referendum vote taken by the United States Chamber of Commerce.

Officials of the chamber, who are touring the west, made the announcement at a banquet tendered them by Denver business men.

All but one of the recommendations for remedial legislation, drafted by the railroad committee of the chamber, were approved by a two-thirds vote.

The rejected recommendation dealt with payment into a fund of a share of the excess earned by any railroad over an equitable return upon fair value of property. The vote on this recommendation was 850 to 540, less than a two-thirds majority. More than 1,200 organizations voted.

The recommendations followed:

Adherence to the policy of corporate ownership and operation, with comprehensive regulation in a limited number of fields.

Return of roads to corporate operation as soon as remedial legislation can be enacted.

Adherence to a period of federal control as now fixed, unless and until impossibility of remedial legislation in this period clearly appears.

Permission for consolidation in the public interest, with prior approval by government authority, in a limited number of cases of strong competing systems.

Requirement that railroad companies engaging in interstate commerce become federal corporations, with rights of taxation and police regulations reserved for states.

Exclusive federal regulation of capital expenditures and security issues of railroads engaged in interstate commerce, with provisions for notice and hearing for state authorities.

Federal regulation in intra-state rates affecting interstate commerce.

A statutory rule providing that rates in each traffic section shall yield an adequate return to a fair value of the property, as determined by public authority.

A federal transportation board to promote development of a national system of rail, water and highway transportation and articulation of all transportation facilities.

In reporting the vote, the committee declares that the chamber called into conference at Washington more than two score prominent men associated with prominent interests affected by transportation needs, "so that each important interest should have a voice in determining what should be done with the railroads."

WASHINGTON, July 28.—Ability of the "big five" packers—Swift, Armour, Morris, Cudahy and Wilson—to determine from day to day the general level of livestock prices was declared in a report issued by the United States trade commission's report on the industry made public tonight.

Information obtained in the commission's investigations was cited to show that the "big five" have an interest in 28 of the 50 principal market yards of the country and a majority of voting stock in 22 others. It was said they buy most of the livestock sold at these markets.

"They discriminate against and put at great disadvantage independent buyers, who are their competitors," the report said. "They manipulate on occasions the livestock market in such a way as to cause extreme and unwarranted fluctuations in the daily prices paid for livestock. They have eliminated many competitors and prevented new ones from coming in. They have restricted the meat supply of the nation by manipulating the daily livestock prices and thus discouraging the producers of livestock."

"Of the meat trade in the hands of interstate slaughterers in the United States, the five big packing companies have more than 73 per cent of the total. They have the prices of dressed meat and packing house products so well in hand that within certain limitations, meat prices are made to respond to their wishes."

WASHINGTON, July 28.—Declaring that the statements issued by the federal trade commission regarding the packing industry were cunning propaganda, and that they were as a whole unfair and erroneous, presidents of the big packing companies issued statements tonight in answer to the federal trade commission's statement issued tonight.

KILBANE IS VICTOR

PHILADELPHIA, July 28.—Johnny Kilbane, featherweight champion, had a shade the better of "Joey" Fox, featherweight champion of England in a fast six round bout at National league baseball park tonight. In the second round Fox was staggered by left hooks and a right across but he held his feet. The fight was fast and rough from the start. Kilbane did most of the leading and was the aggressor until the sixth round when Fox forced the fighting. The Englishman covered well and proved himself a class boxer.

SEAMEN'S STRIKE ENDS

NEW YORK, July 28.—The strike which for about three weeks has tied up shipping along the Atlantic and Gulf seaboard, was finally settled tonight, when an agreement on wages was reached with the marine engineers. William S. Brown, national president of the engineers' union immediately issued orders to move ships without delay.

WANT EXTENSION OF TIME

PARIS, July 28.—Dr. Karl Renner, head of the Austrian peace delegation, has sent a note to the peace conference asking an extension of seven days in the time allowed the Austrians to reply to the peace treaty.

Strike Call To
Tie Up Chicago
Traction Lines

CHICAGO, July 28.—Street car employees tonight voted to strike to ratify an agreement reached earlier in the day between representatives of the employees and employers. The agreement, representatives of both parties had thought, would avert a walk-out. Apparently 15,000 men will be affected by the walk-out.

The walk-out which will affect both the surface and elevated employees, will tie up the transportation system of the city except suburban trains.

The agreement, which was refused at a meeting tonight of the employees, would have given the men a wage of 85c an hour, their present wage being 80c, they would have had an 8-hour day and were to be paid time and a half over time.

All cars on the surface lines will be ordered to the barns at 4 a. m. W. M. Weatherway, superintendent of the system announced tonight.

He said the cars on the elevated lines would not be operated and that the order affecting the surface lines would operate with the elevated lines.

The strike will not affect the transportation system in the suburbs west of the city.

WASHINGTON, July 28.—Lightning struck a hanger at Hazelhurst field this afternoon, housing the Martin bombing plane in which Captain Roy Francis was prepared to make a one-stop flight across the United States. The machine was completely demolished, reports to air service headquarters said, except for its motors, but it will be replaced as soon as possible and the flight made notwithstanding.

Captain Francis and other aviators at the field had been warned earlier in the day, the air service said, to try not flying, owing to a forecast of bad weather. True to the prediction, a small cyclone hit the field, and the wind and lightning bolt together completed the demolition of the machine and its hanger.

Only the two motors in the plane were left undamaged, the official report said. The trip was to have commenced Friday morning, with the first and only stop between Long Island and San Francisco at North Platte, Nebraska, 1,500 miles away. Some delay will now intervene before the completion of the flight, but the air service announced that if the demolished plane could not be reconstructed, as is probable, another machine would be substituted.

Sweeping along from the northwest and passing over the spot where the British dirigible R-34 was moored while in this country, the storm wrecked virtually everything in its path.

Forty temporary wooden buildings and 300 tents at Mitchell aviation field were blown flat with the stable of Meadowbrook Hunt club and two officers' barracks near there were leveled and general havoc was wrought here and in Garden City and Jamaica.

The storm struck a seven-ton Handley-Page bombing plane, one of the machines which was wrecked while 20 men were trying to hold it down. It was blown half a mile across Hazelhurst field and literally reduced to splinters. At Mitchell field the roofs were blown off two frame hangers. The northern edge of Camp Mills was struck by lightning.

Two men who were in the steel hanger at Hazelhurst field when it was struck by a bolt of lightning miraculously escaped injury when the roof fell.

In this hanger was the Martin bombing plane, commanded by Captain Francis A. Caproni, a tri-plane and two De Havillands. The Martin and Caproni were virtually demolished.

The storm broke out of a clear sky with less than five minutes' warning.

WASHINGTON, July 28.—Three bombing planes, including the Martin machine in which Captain Roy Francis planned to leave next Friday on a trans-continental flight, were wrecked by a terrific electrical storm which, sweeping over Long Island this afternoon, struck a steel hanger at Hazelhurst field.

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Only the two motors in the plane were left undamaged, the official report said. The trip was to have commenced Friday morning, with the first and only stop between Long Island and San Francisco at North Platte, Nebraska, 1,500 miles away. Some delay will now intervene before the completion of the flight, but the air service announced that if the demolished plane could not be reconstructed, as is probable, another machine would be substituted.

Sweeping along from the northwest and passing over the spot where the British dirigible R-34 was moored while in this country, the storm wrecked virtually everything in its path.

Forty temporary wooden buildings and 300 tents at Mitchell aviation field were blown flat with the stable of Meadowbrook Hunt club and two officers' barracks near there were leveled and general havoc was wrought here and in Garden City and Jamaica.

The storm struck a seven-ton Handley-Page bombing plane, one of the machines which was wrecked while 20 men were trying to hold it down. It was blown half a mile across Hazelhurst field and literally reduced to splinters. At Mitchell field the roofs were blown off two frame hangers. The northern edge of Camp Mills was struck by lightning.

Two men who were in the steel hanger at Hazelhurst field when it was struck by a bolt of lightning miraculously escaped injury when the roof fell.

In this hanger was the Martin bombing plane, commanded by Captain Francis A. Caproni, a tri-plane and two De Havillands. The Martin and Caproni were virtually demolished.

The storm broke out of a clear sky with less than five minutes' warning.

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